

SAPC 4761
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23 March 1956

MEMORANDUM FOR: Deputy Project Director

SUBJECT : Logistical Problems Inherent in Staging

1. I believe we have reached a point in the development of our supply listings and procedures where it might be profitable if you were to ask the Project Director of Materiel to research the matter of what equipment and supplies would have to be pre-positioned in any staging location or refueling point.

2. As I believe you will agree, it is extremely easy to discuss the concept of forward staging without going very deeply into the matter of how much fuel will be required in what kind of containers how far in advance of the actual staging date. A discussion of the concept also does not take into consideration how the aircraft will be restarted on the ground after refueling; i.e., from what source does the MA-2 or equivalent starter come, since they are in short supply. I think we should ask D/Mat to consider which items of ground handling equipment should be pre-positioned for staging or refueling, and what kind of emergency aircraft spares should be moved into place in advance.

3. Perhaps the requirement could be broken down further to include amounts and kinds of the above materiel required for staging or refueling one, two, three or four aircraft. As a corollary of the materiel problem, there is the equally important one of how many technical personnel would be required to handle an ordinary refueling operation, and how many for light staging.

4. Obviously, there are other facets of this problem that will occur to you, but I am more interested in giving impetus to a study of this kind than in spelling out the details, which are out of my field. But to a considerable extent, the answers we may finally get may well condition the sort of political overtures it might be necessary to make to foreign governments whose territory might be chosen for such staging or refueling.

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JAC:mah

Orig - OJR

2 - JAG

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